

BLATZ
THE STAR
MILWAUKEE
BEER.
For Cask of 10 doz. Pints, \$25.
SOLE AGENTS—
H. PRICE & CO.

Hongkong Daily Press.

ESTABLISHED 1857

"GRAND PRIX" PARIS 1900
The Highest Possible Award
JOSEPH
GILLOTT'S
PENS.
Of Highest Quality, and having
Greatest Durability, and there-
fore CHEAPEST.
The Only Award, Chicago, 1893.
NUMBERS FOR USE BY BANKERS
Barrel Pens, 221, 231, 262,
Slip Pens, 332, 900, 287, 160, 403, 700
In Fine, Medium, and Broad Points,
The Now Turned-up Point 1032.

No. 13,528 號期十式百伍千三萬壹第 日初月陸年柒十二緒光

HONGKONG TUESDAY, JULY 23RD, 1901.

式年禮 號叁十式月柒年壹零百九千壹英港香

PRICE, \$2 PER MONTH

CHAMPAGNE.

JULES MUMM,
A HIGH CLASS WINE.
CASE PINTS, \$50.00 QUARTS, \$48.00

A. S. WATSON & CO.
LIMITED,
THE HONGKONG DISPENSARY.

CUTLER PALMER AND CO.
WINE SHIPPER SINCE 1815.
Who have consigned their Brands to Hongkong
for over half a century
Apply to G. C. ANDERSON,
Hongkong, 13, Praya Central.

JOHN WALKER & SONS
FAMOUS
KILMARNOCK WHISKY.

This World-renowned
OLD HIGHLAND WHISKY,
Sole Shippers—CUTLER, PALMER & CO.,
is obtainable in Hongkong of their Agents.
SIEMSSSEN & CO.
Hongkong, 1st January, 1901.

CUTLER, PALMER
& CO.'S
PRICES \$10.75 PER DOZEN
NET

“SPECIAL BLEND” WHISKY
Blend
of Selected
Distillations of the
Finest Scotch Whiskies
Apply to
SIEMSSSEN & CO. Hongkong.

HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.
TIME TABLE.

WEEK DAYS.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.30 a.m. to 10.00 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.50 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS as of Week Days.
Saturdays.
Extra cars at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Com-
pany's Office, 38 & 40, Queen's Road Central.
JOHN D. HUMPHREY & SON,
General Managers.
Hongkong, 1st April, 1901.

VICTORIA
CYCLE
EMPORIUM.

THE pleasure of cycling consists in having
a first class Machine, and the above Es-
tablishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOLE" CYCLES,
and we also supply fittings of every description.
Bargains can be had in second hand Machines.
Repairs executed with promptitude and skill.
Enameling a specialty.

MCKIRDY & CO.
43 & 43A, QUEEN'S ROAD EAST.
Hongkong, 4th April, 1901.

GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.
\$5.50 per Cask of 375 lbs net or Factory.
\$3.30 per Bag of 250 lbs.
SHEWAN, TOME'S & CO.,
General Managers.
Hongkong, 1st June, 1901.

CARBOLINEUM-AVENARIUS.
USED FOR OVER TWENTY YEARS.

Throughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus
Rot, and Dampness.
Sol Agents for China.
LUTGENS, EINSTEIN & CO.,
Hongkong, 31st August, 1897.

SCHLITZ BEER

WHOLESMOME,
LIGHT,
TONIC, AND
REFRESHING.

SOLE AGENTS—

WATKINS, LIMITED,

66, QUEEN'S ROAD CENTRAL.

THE VICTORIA DISPENSARY
HONGKONG.

AERATED WATER.

SIMPLE AERATED WATER. SODA WATER.
LEMONADE. GINGER ALE.
SARSAPARILLA. RASPBERRYADE.
TONIC WATER. LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers.

PHOTOGRAPHIC PLATES, PAPERS
AND CHEMICALS.
EASTMAN'S KODAKS, FILMS AND ACCESSORIES,
DEVELOPING AND PRINTING UNDERTAKEN.
A. CHEE & CO., 17A, QUEEN'S ROAD, HONGKONG.

SPECIALTIES

AYALA CHAMPAGNE, EXTRA QUALITY.
This is one of the most Popular Brands in London. Supplied to ALL the principal
Clubs and Hotels.

PRICE... 2 Doz. Pints. 1 Doz. Quarts.
\$42.00 \$40.00

ROUSSILLON CHAMPAGNE. RESERVE CUVEE.

The Favourite Brand in NAVAL and MILITARY Messes.
2 Doz. Pints. 1 Doz. Quarts.
\$36.00 \$35.00

PRICE... Special Rates to Messes.

“DRY ROYAL” SAUMUR.

A most delicious Sparkling wine and extremely moderate in price.
2 Doz. Pints. 1 Doz. Quarts.
\$23.00 \$21.00

BUCHANAN'S WHISKY. “BLACK & WHITE” HOUSE OF COMMONS

This splendid and well-known Whisky has one of the Largest Sales in England and the
Colonies. It is wonderfully MELLOW and WELL MATURED.
PRICE—Per Doz. \$15.00. Special Rates to the Trade.

SOLE AGENTS for above—LANE, CRAWFORD & CO.

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:

SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY—

THE “PALL MALL”

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSSSEN & CO., HONGKONG.

WHISKIES.

FINE OLD GLENLIVET ... \$7.00
THE OLD BRIGADE ... 8.50
VERY OLD HIGHLAND BLEND ... 9.50
ROBERT McDONALD ... 10.00
MONARCH O' THE GLEN ... 11.00
BARE OLD BLEND ... 11.00
WAY FOONG BLEND ... 12.00
EXTRA SPECIAL FINEST LIQUEUR ... 14.00
O.D.S. (VERY CHOICE) ... 16.00
V.O.S. (OLD MATURED) ... 17.00
FEIRINTOSH GREAT AGE (VERY FINE) ... 30.00

SPECIAL QUOTATIONS FOR WHISKIES IN BULK.

CALDBECK, MACGREGOR & CO.

15, Queen's Road, WINE AND SPIRIT MERCHANTS.

Hongkong, 23rd July, 1901.

[a49]

COTTAM & CO.
HONGKONG HOTEL BUILDINGS.

CELLULAR CLOTHING. LIGHT, DURABLE, and COOL.
A FULL STOCK OF TENNIS SHIRTS, DAY SHIRTS AND SINGLETS.

[a41]

W. BREWER & CO.

NEW BOOKS AND NEW EDITIONS.

Lient-General Sir Gerald Graham, by Col. Vetch	\$12.00
Windsor Magazine, Vol. 13	3.50
Strand Magazine, Vol. 21	4.00
Forty-one Years in India, by Lord Roberts	5.00
India in the 19th Century, by Boulger	3.50
The Heart of the Empire	4.50
Brassey's Naval Annual, 1901	10.00
King's Interest Tables	4.50
Modern Abyssinia, by Wyld	5.00
Indian Borderland, by Holbich	9.00
Work by Emile Zola	2.25
Le Brasseur d'Affaires par Georges Olivet	1.90
Boots Baby, by Strange Winter	35 c.
The Marquess of Lossie, by Geo. Macdonald	each
Eben Holden	2.00

23 & 25, Queen's Road, Hongkong.

BLACKBERRY BRANDY.

A delicious liqueur, and in-
valuable for diarrhoea and chills.
Per litre bottle ... \$2.25.
" " " ... 1.25.

H. PRICE & CO.

HOTELS.

HONGKONG HOTEL

A First Class Hotel in every respect.
Elegantly Furnished Reading, Music, and
Smoking Rooms.
Dining Accommodation for 250 persons.
Hydraulic Elevators to every floor.
Cuisine of the best.
Hot and Cold Water throughout.
Wines and Groceries imported specially from
Europe and America.
Electric Lighting in the Billiard Rooms.
Wines, &c., cooled by Refrigerator.
All Hotel Linen washed on the premises by
Machinery.
Bedroom Accommodation—132 rooms.
Fire Extinguishing Mains on every floor
CHARGES MODERATE.

[150]

THE PEAK HOTEL.

City Office: 7, Duddell Street.
HOTEL CRAIGIEBURN.
PLUNKET'S GAP, The Peak, near the
Tram Terminus.
Tel. 56.
For Terms, apply to the MANAGER.
Hongkong, 2nd July, 1900.

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THE WAVERLEY HOTEL
ICE HOUSE STREET, HONGKONG.

A FIRST-CLASS PRIVATE HOTEL.
Handsome Furnished and Exceedingly
Spacious Rooms.
Very MODERATE TERMS to FAMILIES by the DAY or MONTH.

[151]

THE CONNAUGHT HOTEL

A FIRST CLASS HOTEL of 45 Bed-
rooms, elegantly furnished.
The Hotel is situated near all the Banks and
Principal Offices in the Colony.
Special Attention paid to the Comfort of
Guests.
Cuisine excellent; under Experienced Ma-
nagement.
Terms Moderate.

A. FONSECA,
Manager.

Hongkong, 1st December, 1899.

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KOWLOON HOTEL

THIS HOTEL is situated in a quiet
locality, away from the din and distur-
bance of the City, and surrounded by a deligh-
ful Garden, it is an ideal place of Residence.
The building stands on an eminence, giving a
magnificent view of the Harbour and the
City of Victoria. It is within easy access of
the Kowloon Wharves, where the principal
Mail Steamers disembark Passengers, and from
which there is a regular ferry service to Hong-
kong.
Billing Alloys and Billiards
The Cuisine is Excellent.

J. W. OSBORNE,
Proprietor.
Hongkong, 3rd September, 1900.

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HING KEE HOTEL.
(ESTABLISHED 1878)

MACAO.

THIS First-class and well-famed establish-
ment is pleasantly situated in the centre
of PRAYA GRANDE, facing south, with a
charming view of the sea on the front. Com-
fortable and well furnished Bed-rooms.
Cuisine Excellent. Prompt Attendance.
Terms very Moderate.

L. HING KEE, Proprietor.
Telegraphic address "HINGKEE".

[1682]

R. J. REMOND.
FOREIGN AND COLONIAL STAMP
DEALER.

No. 27, CAINE ROAD, HONGKONG.
Will be glad to send STAMPS on approval
to any address on receipt of satisfactory re-
ference.

Is also prepared to purchase used POSTAGE
STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED.

15 to 25 per cent. Discount Allowed.

[1396]

CARTRIDGES.

INTIMATION.

ESTABLISHED A.D. 1841.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

SCOTCH
WHISKY.

WATSON'S VERY OLD

LIQUEUR SCOTCH WHISKY.

E

BLEND.

Pronounced by Connoisseurs to be the
BEST BRAND in the FAR EAST.

Per Dozen \$15.00

The following Blends are also recommended, and are unsurpassed in quality:

Per Doz. \$10.80

A.—THORNE'S BLEND.

B.—GLENOCHRY, MELLOW

BLEND, a fine 'SODA'

WHISKY of great age 10.80

C.—ABERLOUR-GLENLIVET 12.00

D.—H.K.D. BLEND of the Finest

Old Malt Scotch WHISKIES 14.40

A. S. WATSON & CO.
LIMITED.

THE HONGKONG DISPENSARY.

MARRIAGES.

On the 18th June, at the Maitland Hotel, Edinburgh, by the Rev. Dr. Forrest, West Cais Parish Church, GORDON GRAEME, son of W. G. St. CLAIR, Singapore, to AGNES MACDONALD, eldest daughter of William MARTIN, Haymarket, Edinburgh.

On the 15th July, at St. Andrew's Cathedral, Singapore, WALTER CECIL MICHAEL, only surviving son of late William Warwick MICHAEL, to EVELYN VIOLET LEVINE, of Carragh, Athlone.

DEATH.

On the 12th July, at the General Hospital, Singapore, of fever, GEORGE F. EVANS, aged 32 years.

The Daily Press.
HONGKONG OFFICE: 14, DES VŒUX ROAD
LONDON OFFICE: 131, FLEET STREET, EC

HONGKONG, 23rd July, 1901

THE report of the Commissioner of Customs, Mr. PAUL H. KING, on the trade of Canton in the troubled year 1900, will be read with interest, if only to ascertain what effect the crisis of the year had upon the commercial affairs of our Chinese neighbour. Mr. KING tells us in starting that there is gratifyingly little in the Canton figures to suggest the unrest of the South or the absolute chaos of the North in the latter half of 1900. "It is true," he says, "that the value of the export trade has fallen off very considerably, but, as shown later on, from causes referable more especially to the condition of foreign markets rather than to the state of affairs in China; although, of course, the cessation of steamer traffic after June with Tientsin—Canton's best customer for all articles of local produce—could not but contribute materially to the general shrinkage." H.E. LI HUNG-CHANG's departure was not followed by the disorders which some anticipated. The Wai-chow rebellion was speedily suppressed by Admiral Ho and his assistants. The anti-Christian movement, starting in Shantung and spreading hence, was got under by the Chinese authorities, strengthened by the presence of quite a small international fleet off Shantung and the activity of the foreign river gun-boats. The plague never assumed epidemic form, and during the latter half of the year was not heard over in and around Canton.

The yield of rice, on the other hand, was abundant, and, given political quiet, Mr. KING says, the indications are distinctly in favour of good trade prospects at Canton in the opening year of this century.

Coming now to details, we find a falling off of Hk. Tls. 177,339 for the revenue figures of 1899, and last year's total was Hk. Tls. 1,838,931, made up thus:—Import duty, Hk. Tls. 49,472; export duty, Hk. Tls. 81,609; coast trade duty, Hk. Tls. 29,029; transit dues, Hk. Tls. 20,384. Against this, opium duty and *laissez faire* showed small increases and tonnage dues an appreciable gain, being Hk. Tls. 27,100 against the Hk. Tls. 24,135 of 1899.

In the import branch under the heading of Foreign Trade the net figures were within Hk. Tls. 250,000 of those of the previous year, which were some two million taels ahead of the 1889 figures. It will thus be seen, Mr. KING says, that so far as the volume of this branch of trade is concerned, disturbances elsewhere were little felt in Canton. He also reminds us that trade in foreign goods at Canton must not be judged by the published figures alone, for they refer only to imports in foreign bottoms. The competition between native and foreign carriers must be borne in mind, and a decrease in the Imperial Maritime Customs returns does not necessarily mean a falling off in the actual consumption of any article.

Exports showed the much larger decrease of Hk. Tls. 5,903,315 from 1899 and only reached Hk. Tls. 21,578,767. Silk experienced a great falling off, and business was unprofitable alike to natives and foreigners. The competition of low-grade Indian and Ceylon teas in the London market damaged the prospects of the Canton tea market, and the outlook is declared unpromising.

Coast trade in the matter of original shipments, on the other hand, exhibited a shrinkage of Hk. Tls. 909,340 from the figures of 1899; in coastwise arrivals, on the other hand, the previous year's gain of over four millions was almost maintained and the decrease was but small. The inland transit trade inwards fell off to the extent of over one half of the 1899 figures; while outwards it was in a very healthy condition, and a notable increase was seen in the quantity of Indian and Ceylon teas in the London market.

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Shipping in 1900 exhibited an increase in the number of vessels and decrease in tonnage from the previous year. In spite of the transfer of some of the China Merchants' steamers to foreign flags, the number of Chinese steamers made an appreciable increase, from 2,968 to 3,440 vessels. Mr. KING gives a table showing for the first time the steam-launch traffic under the Inland Steam Navigation Regulations of 1898, and says:—"Since that date 252 steam-vessels have been registered at Canton, of which 84 are additions—for the most part locally built—during the year under review."

"During the first half of the year all these boats did well; but as launches increased, rates fell off, and we are now suffering from an overstocked market. The repairing shops have been fully occupied. All sorts of engineering work can be done here at considerably less than Hongkong rates. So far, judging from results and a happy immunity from accidents, the work must be fairly good; but, possibly, foreign expert inspection, of which at present there is none, might tell a different tale. Nearly the whole fleet is under the Dragon flag, and those launches which do fly foreign ensigns are hardly to be distinguished, as far as their internal economy is concerned, from their native sisters."

With regard to passenger traffic, we find the river steamer figures to add from Hongkong and Macao fully up to the average half-a-million native passengers each way. Conveyed by inland trading launches and their tows is increasingly popular, owing to its speed and regularity, and the figures of 1898 were improved on, it is estimated, by about 40 per cent. New routes were opened in 1900, and the fares lowered. Steam-launches and their tows are recorded to have made no less than 132,792 trips in inland waters during the year.

Finally, we may conclude this review of Mr. KING's report by noting that he does not, like some others, shut his eyes to the existence of piracy in the Canton neighbourhood. Thirty cases were recorded, as against twenty in 1899, and Mr. KING says:—"The delta affords unrivalled facilities to the river thief, and has been his happy hunting-ground for centuries. The provincial government maintained a large force, both ashore and afoul, for the suppression of these 'enemies of the people'; how far their efforts have been successful must be judged from the figures now presented." Testimony of this kind is valuable argument against the suggestions of those who would make out that the tales of piracy are due to the imagination of the local British Press.

The transports *Hatching* and *Sunbre*, with native troops from the North, left the harbour yesterday for Calcutta.

We are glad to see Mr. Kemp, Acting Police Magistrate again back on his bench. He had been ill for the past week, but we hope he will soon be himself again.

Apart from plague last week the only case of communicable disease reported in the colony was one of antero fever in Victoria, which unfortunately proved fatal.

The Secretary of the Tung On Insurance Co. requests us to contradict the statement that his company has any lien on the houses destroyed by fire in Queen Victoria Street on Saturday morning.

Nearly all the top-hamper of the dredger Canton River has been removed, and the next attempt to raise the vessel will probably be made by Wednesday. The report that the dredger is to be used as a landmark is discredited!

A bill for the establishment of Insular Constabulary is before the Civil Commission at Manila. Two names so far have been mentioned for the post of Chief of the Constabulary. One is Major Sime of the 11th Cavalry, U. S. V., and the other Lieut. Mayes, who gained considerable fame as Major of the Nebraska Volunteers, and later on while in the Fifth District Scouts.

The U. S. transport *Hancock* made a splendid passage from San Francisco to Manila in twenty days. This is said to be the fastest trip on record. General Corbin, Adj't. Gen., U. S. Army, arrived at Manila from the United States by the *Hancock*. His mission is to inspect the forces and conditions in the Philippines, and find out whether the forces now available General Chaffee could be reduced without risk or not.

We call our readers' attention to the notice and programme of the second Gymkhana Meeting of the present season, which appears in another column. It will be seen that seven events are proposed. A significant note is appended, to the effect that unless this Gymkhana is better supported as regards the number of entries than the one held on 29th June last, the Committee feel that it is useless attempting to continue to hold them.

There died on the 12th inst. at the General Hospital, Singapore, from fever, Mr. George F. Evans. Mr. Evans, who was an Australian, and was the son of a well-known solicitor of Sydney, N.S.W., came up to Singapore a few months back, and joined the staff of Mr. J. Gunn. He took great interest in sport, and frequently appeared on the cricket field in S.C.C. matches; in addition to which he was a member of the Sporting, Rowing, and Swimming Clubs.

General Malvar, one of the two insurgent generals still on the warpath in the Philippines, is said to be anxious to surrender, as the U.S. soldiers are hot on his trail. General Lucban, the other insurgent leader is also negotiating through his brother, a doctor, for a surrender. When these two are in the insurrection will then be actually over, and a formal peace declared. This will result in the release of the prisoners of war still held by the American authorities, including those kept at Guam.

Considerable amusement was caused to pedestrians passing the City Hall Library and Museum yesterday forenoon. The stuffed animals and birds for some purpose or other were placed outside, and in an incredibly short time a throng of Chinese were standing—but at a very respectful distance—and gazing at the samples of stuffed fauna with almost awe depicted on their countenances. And though curiosity compelled them to stand and gaze, not one of them apparently dared to approach nearer for a closer inspection.

The steamer *Loongang* (Messrs. Jardine, Matheson & Co.), which arrived in the harbour yesterday morning from Manila, had on board one hundred tons of cargo—eighty tons of pig lead and twenty tons of hides and wool—salved from the Japanese steamer *Futami Maru* wrecked in the Straits of Mendora. The sunken vessel's cargo was bought by Mr. Chan-Hewan, secretary of the Clai On Maria Insurance Company, of this colony, who sent down by the *Loongang* a month ago about forty divers to save the cargo. The work has been prosecuted with great energy, and that by the *Loongang* yesterday was the first of what is confidently expected to be a series of profitable consignments.

The following items are from the *Foochow Echo* of the 13th July:—The weather having become very summerlike as regards heat, several ladies of the community with their families have this week moved up to Kuliang and may well follow in a few days.—The rice harvest has commenced this week in the large plain at the foot of the Kuanhan range. In this locality the crop is reported to be indifferently good.—Last Monday night a fire broke out in the city close to the yamen of the Provincial Judge, and has been his happy hunting-ground for centuries. The provincial government maintained a large force, both ashore and afoul, for the suppression of these 'enemies of the people'; how far their efforts have been successful must be judged from the figures now presented." Testimony of this kind is valuable argument against the suggestions of those who would make out that the tales of piracy are due to the imagination of the local British Press.

The Indian Contingent for British Central Africa sailed from Bombay on the 8th inst.

Indo-Chinese papers report the murder of a French engineer, M. Martin, by pirates in Bac-Ninh.

According to Indian papers, the application to the Home Government to raise the pay of Lumad's Horse to five shillings a day has been refused.

The Royal Irish Rifles have won the Football League, says a Calcutta telegram, and have created an Indian record by having won 14 matches with 45 goals, none having been scored against them.

The Charter of Manila is said to be from all appearances as comprehensive and perfect an instrument for the good government of the city as could well be devised. May it work out as well as it roads.

Our imaginative contemporary *Le Courier de Haiphong* has, in a recent issue, a sketch of farm-burning by the British in South Africa, in which the British soldiers are apparently gaily climbing roofs in as close proximity to the flames as possible.

It appears from a London telegram of the 4th inst. that Pennsylvania University beat Thameis in the race for the Grand Challenge Cup at Henley, and Leander beat the Gheat boat. Pennsylvania met Leander in the final, as we already know, and only succumbed after a fine struggle.

In July, 1900, the Commissioners appointed by H. M. the King of Siam and the Perak Government for the delimitation of the boundary between Perak and Roman completed their labours. The new territory comprises an area approximately of 720 square miles. It is at present but sparsely populated, the recent census returning 1,583 males and 1,237 females. There are indications of mineral wealth.

The *Siam Observer* tells a strange story of how, at Korat, in Siam, the other day, a woodcutter stepped on what looked like a prostrate tree. It wriggled, and he slipped off to find it to be a big python. The man killed the serpent with an axe, and upon the carcass being opened, the body of a deer, quite intact and apparently only recently swallowed, was found. The serpent measured something near 31 feet in length and 3 feet in girth.

A Calcutta despatch of the 6th inst. says:—A still further large increase in the number of persons in receipt of famine relief has been made for the present week. The increase throughout India was 52,473, making the total 756,308. The monsoon weekly report gives a gloomy account of slight rainfall from May to date, and considerable anxiety is felt regarding some of the districts.

An interesting paper published at the instance of the Argentine Republic gives the comparative depth at mean high water of the chief ports of the world. From this it appears that the deepest channel at any port is that of Constantinople, which is 150 fathoms. The shallowest appears to be that at Rostock, Germany—17 feet. Calcutta's 27.5 compares unfavourably with the average depth of 123 ports, which is 31.63 feet. The next deepest channel to that of Constantinople is Algiers—72 feet.

M. Pierre Charriol, Consul at Calcutta, for Spain and Portugal, was killed in a trap accident on the 8th inst. The deceased gentleman was a Merchant and Commission Agent; Government Emigration Agent for the French Colonies of Guadeloupe, La Martinique, Cayenne and La Reunion; Consul for the Republic Oriental of Uruguay (South America); Vice-Consul for Portugal, Spain and Peru; Sole Agent for Bengal and for N.W. Provinces of Messrs. Van Heek & Co., Eindhoven, Holland; Comptroller du Commerce Exterieur de la France; and Agent in India for the Institute Pasteur-de-Lille.

The Acting State Surgeon, Perak, writing of malaria, says:—In England to-day there are as many *anopheline* mosquitoes as there were years ago when malaria was very rife, and it is considered that by killing the parasite by the use of quinine and by drainage of the soil, the gnat could not obtain fresh organisms, and fever has consequently become almost extinct. No endeavour has yet been made to treat malaria fever as a contagious disease. Provision will, I trust, be made in next year's Budget for making one word at least in the various Government hospitals mosquito-proof.

The *Militär-Wochenblatt* publishes three illustrations showing the damage done to two 37 mm. (14.5 in.) guns and one 8mm. machine gun at the bombardment of the Taku fort. The Chinese made very good practice, one of the guns being disabled by a direct shot, while the other two were damaged by pieces of shell. The *Iltis* had eight 37 mm. guns in action, two of them having been transferred from the *Kerzen* on the morning previous to the bombardment and mounted on reserve pivots. With regard to the question of waste of ammunition in firing these guns, during the two hours the eight guns were actually in action only a total of 31.74 shells were fired. Roughly, this gives 200 shots per gun per hour, whereas it is possible to fire from one of these guns no fewer than 100 well-aimed shots in one minute. A similar moderation in the use of ammunition was shown by the well-trained gunners who served the 8mm. guns. All the guns worked well, there being not a single case of jamming. In one case a linchpin got into the breech mechanism and caused an interruption of 15 minutes in the firing of the gun. The regular firing of the guns could be distinctly seen in the darkness of the night and no case of misfire was observed.

The *Acting State Surgeon, Perak* writes:—

"I have the honour to inform you that the

"Government has issued a circular to all

"District Officers, etc., to the effect that

"they are to take all possible steps to

"check the spread of the disease in the

"districts where it is prevalent, and to

"take all possible steps to prevent the

"spread of the disease in the districts

"where it is prevalent, and to take all

"possible steps to prevent the spread of

"the disease in the districts where it is

"prevalent, and to take all possible steps

TELEGRAMS.

REUTTER'S SERVICE.

LONDON, 20th July.

THE CORONATION OATH.

Lord Salisbury, in the House of Lords,

presented a Bill modifying the Coronation Oath.

THE TIBETAN MISSION TO RUSSIA.

It is semi-officially stated in St. Petersburg that the object of the Tibetan Mission to Russia is merely to secure privileges for Buddhists in the Russian Empire.

SENTENCES ON SOUTH AFRICAN REBELS.

Lord Kitchener has commuted the death sentence on thirty-four rebels to penal servitude for life, to be served at Bermuda.

THE "SOBAON" ENQUIRY.

The Board of Trade enquiry into the loss

of the P. & O. s. *Sobaon* entirely exonerated

the Captain and Officers from blame.

PROFESSOR MAX MULLER'S LIBRARY.

LATE TELEGRAMS.

NEWS VIA CYREON.

THE WAR IN SOUTH AFRICA.

London, 6th July.

SUCCESS FOR COL. GRENfell.
Colonel H. M. Grenfell has captured 66 prisoners of Boer's commando, besides 6 wagons, 100 rifles, and 2,000 rounds of ammunition.

CLEMENCE OVER MILITARY OFFENCES.
Earl Roberts has ordered the liberation of all soldiers imprisoned for military offences in South Africa.

BOERS WIN A STATION.
Lord Kitchener reports that the Boers have burned the Roodepoort Station, but were subsequently driven off, losing nine men.

BADEN-POWELL DOWN WITH FEVER.
General Baden-Powell has fallen heavily ill from the effects of West African fever.

"DAILY NEWS" DEMONSTRATES KRUGER AND HIS SATELLITES.
The papers remark on the change in the tone of the "Daily News," which in a caustic article calls Mr. Kruger and his entourage contemptible exiles safely intriguing beyond the reach of gun-

London, 6th July.

THE BOER RACE OF REDUCTION.

Lord Kitchener reports 40 Boers killed, 27 wounded, 132 prisoners, and 21 surrendered since the 1st July. Captures of ammunition, wagons and stock were also made.

MORE REWARDS.

The London Gazette publishes a despatch from Lord Kitchener, dated the 8th May, on the operations since March. There is little new in it. Many officers and men are mentioned, many of whom have already been rewarded.

THE LIBERAL PARTY.

London, 5th July.

IN THE COUNCILS.
In the House of Commons last night, Sir H. Campbell-Bannerman supported Mr. Lloyd George's views of the war, which he declared were held by the majority of the people of the country. Mr. Balfour congratulated Sir H. Campbell-Bannerman on his pro-Boer attitude. Sir H. Campbell-Bannerman vehemently resented the expression "pro-Boer."

London, 6th July.

ALL EYES ON LORD ROSEBURY.
Lord Rosebery has returned to London, and speculation as to his attitude is intensified by the interest taken in the Liberal Crisis.

A RECRUIT FOR CAMPBELL-BANNERMAN.
Mr. James Mackenzie Maclean, a Conservative Member for Cardiff, has resigned the Carlton Club. He explains his estrangement from the Conservatives, and expresses his warmest sympathy with Sir H. Campbell-Bannerman.

London, 6th July.

THE KING AND LORD ROSEBURY—AN HOUR'S AUDIENCE.

Lord Rosebery had an hour's audience of the King to-day. This excites comment in connection with the crisis in the Liberal Party.

London, 6th July.

THE REFORM CLUB MEETING.
A largely-attended meeting of the Liberal Party was held at the Reform Club this evening. The proceedings were entirely harmonious, and a resolution of confidence in Sir H. Campbell-Bannerman was unanimously adopted. Sir H. Campbell-Bannerman's protest against personal intrigues and cabals elicited a prompt disclaimer from Mr. Asquith. Both Mr. Asquith and Sir Edward Grey thought that Liberalism should include freedom of individual opinion regarding the war. Sir H. Campbell-Bannerman said that the Opposition has only to concern itself at present with the future, leaving the Government the responsibility of the past. The war, he said, must be brought to a victorious conclusion; but the settlement must be generous.

SPORTING ITEMS.

London, 5th July.

HENLEY—THE GOBLETS.
The Balliol College pair beat the Belgians in the race for the Silver Goblets.

VALLEY CRICKET MATCH.
In the University cricket match, Cambridge made 325 in their first innings. E. R. Wilson scored 118. Oxford made 336 in their first innings. F. P. Knox scored 81.

London, 6th July.

CRICKET RESULTS.
In the second innings Cambridge declared at 337 for eight wickets, Harper scoring 84, and Oxford made 177 for seven wickets, Marsham scoring 10. The game was unfinished and drawn.

At Old Trafford, Sussex defeated Lancashire by 94 runs after declaring the innings. Rainham was not out 17.

Yorkshire, at Scarborough, defeated Leicester by an innings and 247 runs. The Yorkshire first innings realised 562, and the Leicesters' two innings 103 and 212. In the first innings Hirst took seven Leicester wickets at a cost of only 21 runs.

At the Oval, Surrey drew with Warwickshire. Surrey, in the first innings, scored 214, and Warwickshire 400, of which Kinneir scored 140. In the second innings, Surrey declared after scoring 373 for 7 wickets. Warrickshire made 53 for the loss of 3 wickets.

London, 7th July.

POSITIONS IN THE COUNTY CHAMPIONSHIP.
The following are the positions of all the Counties in the Cricket Championship:

	Played	Won	Lost	Drawn
Yorkshire	16	14	0	2
Middlesex	5	3	1	1
Sussex	10	6	3	1
Surrey	13	6	3	4
Lancashire	15	8	4	3
Warwick	9	3	2	4
Notts	10	3	3	4
Hants	8	2	3	3
Essex	11	2	3	6
Worcester	12	4	1	1
Somerset	7	2	5	0
Gloucester	12	2	5	5
Kent	10	2	6	2
Leicester	9	1	7	1
Derby	9	0	6	3

SUCCESS OF AMERICAN ATHLETES.
The Americans have won the Sprint, Hurdle, Pole and High Jump contests in the Amateur Athletic Championship at Huddersfield.

GENERAL NEWS.

London, 5th July.

ROYAL YACHT SCANDAL.
Seven officials have been condemned as being responsible for the blunders made in the building of the new Royal yacht.

GREAT BRITAIN AND EGYPT.
The King has received Hussein Mahamal brother of Tewfik Pasha.

THE BRITISH NAVAL PROGRAMME.
London, 5th July.

Mr. Arnold Foster, in the House of Commons, said that the shipbuilding programme includes three new ships of 16,000 tons each.

and twenty feet longer than anything existing, to be named the King Edward, Dominion, and Commonwealth; six armoured cruisers and ten destroyers of improved type.

PRACTICAL EXPERIMENTS AT ALDERSHOT.

London, 6th July.

The Military authorities are arranging for practical experiments with large bodies of volunteers cyclists at Aldershot in August.

BRITISH TRADE FAIR, JUNE.

London, 6th July.

The imports for June show a decrease of £305,000, and the exports of £2,500,000.

ILLNESS OF EMPRESS FREDERICK.

London, 6th July.

The Empress Frederick had a recurrence of her malady.

THE BELLEVILLE BOILER CONTROVERSY.

London, 6th July.

The *Hyacinth* and *Minerva* have started for Gibraltar to test the Belleville cylindrical boilers, and will return to Portsmouth at full speed.

THE KHEDIVE AND THE SULTAN.

London, 6th July.

The Khedive has arrived at Constantinople.

London, 7th July.

The Sultan has banished the Khedive at Yildiz Palace. An official communication to the Turkish Press says that the object of the visit is to pay homage to the Throne.

RAILWAY STRIKE IN WEST AUSTRALIA.

London, 7th July.

A railway strike has taken place in West Australia, and is so disturbing trade that the Kalgoorlie Mines are expected to close.

THE LATE SIR DONALD STEWART.

London, 8th July.

A meeting held of distinguished officers has discussed the question of raising a permanent monument to the memory of Sir Donald Stewart.

THE "TIMES" SATISFIED WITH THE ADMIRALTY.

London, 8th July.

The *Times* is satisfied with the report of the Admiralty on the condition of the service, showing that the Admiralty is strenuous, vigilant, and progressive.

ARMS IN THE PERSIAN GULF—FINAL VERDICT.

London, 8th July.

The House of Lords have reversed the judgment in the case of Frantz v. Carr, for the seizure of arms in the Persian Gulf, and has decided in favour of Captain Carr, of the Royal Navy.

GREAT FEAT IN NEW YORK.

London, 9th July.

There have been 989 deaths from heat, which has been greater in New York, last week.

[The above is telegraphed; but the words from London may have been wrongly interpreted in Reuter's Bombay office. Possibly the 989 deaths were in Greater New York.]

BRITAIN'S STAND OVER FASHODA EXPLAINED.

London, 9th July.

French papers are publishing long statements regarding the origin of the Marchand Mission, which show that the purpose was to establish a foothold on the Nile, so that France would have a voice in the future settlement of Egypt.

THE PLAGUE IN CONSTANTINOPLE.

London, 9th July.

Owing to plague in Constantinople, the Orient Express Service has been suspended.

THE MAD MULLAH CHASE.

London, 9th July.

The *Times* publishes a despatch from Gerolaby (?) Gerolabu) stating that the Abyssinians failed to discover the Mad Mullah's whereabouts, and attacked the Ger Ibrahim tribe, a powerful section supporting the Mullah's pretensions. The Abyssinians pursued them for three days and killed 200. Owing to lack of commissariat the Abyssinians are eating their transport animals.

GENERAL CHAFFEE'S REPORT.

London, 9th July.

General Chaffee's report on the campaign in China contains the following special reports made by United States officers upon the allied troops:

Major Craighill says:—"The information gained of the Russians is meagre and unsatisfactory. No reply has been made by them to our request for a statement of the location or character of their force in North China in connection with the relief expedition." Major Craighill speaks of the excellent discipline of the Russians, but says that their rations were of the simplest. They were, he says, industrious foragers. They did not use tents, but lived in huts of native matting. Major Craighill also reports upon the French, particularly regarding their arms, supplies, &c., but his comments, like nearly all others, are omitted from publication being represented by rows of asterisks.

Lieutenant-Colonel Dickman reports upon the Germans. He says that their officers are well educated and that the troops are under good discipline. Colonel Dickman also reports upon the British. He speaks of their pains-taking detail in the mobilisation and despatch of the expeditionary force, and says that the discipline of the troops is excellent. He also speaks highly of the Italian regiments.

Major Muir describes the Japanese in detail.

He says that they are actuated by intense patriotism, and that if Japan can keep her armament and equipment on a par with her soldiers, she will be a most valuable ally and a most formidable enemy.

Surgeon-Major Banister reports on the medical departments of the allied armies. He mentions that the British and Indian troops are treated in separate hospitals, and commands the Japanese and German medical departments.

CHINA TARIFFS AND INDIAN MILLS.

London, 7th July.

The Committee of the Bengal Chamber of Commerce have made an urgent representation to the Government of India, drawing attention to the serious consequences likely to result to the Indian cotton mill industry, especially in its present critical condition, if, as appears likely, a heavy increase were to take place in the duty on imports of yarn, cotton, and piece goods imported from India into China, with a view to providing funds to meet the war indemnity, which the latter country has to pay. It will be remembered that Reuter recently telegraphed that a *New York Herald* despatch from Washington stated that the Imperial Government had notified to the Powers that Great Britain would not consent to China increasing the duty on imports of cotton and rice. If the Chinese Government decide to increase the duties, the exclusion of these articles will only make it incidence more heavily on the other articles of import. Looking at the vast importance of the cotton mill industry and to the welfare of this country, the Committee have pressed for the sympathetic consideration of the Government of India to the representation made, and have expressed the hope that His Excellency the Viceroy will give it without delay on the attention of the Secretary of State for India.

EXPORT CARGOS.

London, 7th July.

Per steamer *Prometheus*, sailed on the 14th July. For London.—350 half-chests tea from Amoy (particulars unknown), 70 boxes tea from Amoy (particulars unknown), 442 boxes (particulars unknown), 11,884 boxes scented caper—248,514 lbs., 673 boxes congee—14,133 lbs., 475 boxes waste silk, 1 bale carpets, 236 cases blackware, 8 cases bamboo, 22 cases blackware, 5 cases curios, 20 cases p. l. fans, 1 case lacquerware, 1 case copperware, 1 case copper rings, 3 cases silverware, 2 cases silk, 2 pkgs. silk, 932 p. l. crackers, 3 pkgs. marine clothing, 22 cases fabrics. For London opt. Hamburg.—8 bales canes. For London opt. Manchester.—100 bales waste silk. For Manchester.—25 bales waste silk. For Glasgow.—1 case books.

Per steamer *Salute*, sailed on the 15th July. For Marseilles.—32 bales raw silk, 12 cases silk, 325 pkgs. tea, 5 cases essential oil, 1 case curios, 1 case watches. For Lyons.—224 bales raw silk. For Havre.—38 pkgs. tea, 20 cases paper, 40 bales waste silk. For London:

—

SEA POWER IN THE FAR EAST.

The following letter by H. E. Pollock, K.C., appears in the June number of the *Navy League Journal*:

DEAR SIR,—I beg to acknowledge the receipt of your two letters dated 12th December, 1900,

and 18th January, 1901, and my Committee have to thank you for your very interesting comments on the present political situation, and for the measures which you have adopted to make public, through the Press, the necessity which exists for strengthening the British Squadron in the Far East, and for seeing to the adequate armament and defence of this most important naval base.

You state in paragraph 4 of your letter of

12th November, 1900, that "it is to be held, as we claim to do, the command of the sea, we ought to be in the necessary position of superiority wherever our flag flies, and I need hardly say that view of yours is most fully endorsed by my Committee, who contend with one fear of contradiction that that position of superiority has been completely lost in the Far East; and that, if, as appears unfortunately to be admitted in the case, we cannot spare any more of our ships from the Channel and Mediterranean Squadrons for service in the Far East, it is necessary that a new Naval Defence Act should be passed at once laying down a continuous and definite and adequate programme for the construction of battleships and fast armoured cruisers.

It would appear that our Navy is distinctly drifting to leeward as compared with the combined fleets of France and Russia, and that the proportion of five effective modern battleships to three, which we ought admittedly to make sure of at all times in relation to those two Powers, has not been maintained. In the *National Review* for October last, Mr. Hardy pointed out that whereas our proportion of modern battleships built and building in 1899 was fifty-three against thirty-seven battleships belonging to France and Russia combined, our proportion of modern battleships built and building in 1900 is only fifty-one against the fifty battleships of the other two allied Powers.

When we contrast

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"COROMANDEL,"
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

The Vessel brings on Cargo:—
From London, &c., ex s.s. Australia and
Pussy.From Australia, ex s.s. Arcadia and
Australia.From Persian Gulf, ex s.s. B. I. S. N. and
B. and P. S. N. Co.'s steamers.

Optional Goods will be landed here unless

instructions are given to the contrary before

2 P.M., TO-DAY.

Goods not cleared by the 24th instant, at

4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in

any case whatever.

All damaged packages must be left in the

Godowns, and a certificate of the damage ob-

tained from the Godown Company within ten

days after the vessel's arrival here, after which

no claims will be recognized.

H. A. RITCHIE,
Superintendent.

Hongkong, 18th July, 1901.

FROM HAMBURG, ANTWERPEN,
PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SITHONIA."

Captain Burneister, having arrived from the

above ports, Consignees of Cargo are hereby

requested to send in their Bills of Lading for

counter-signature by the Undersigned, and to

take immediate delivery of their Goods from

aboard.

This steamer brought also the Hongkong

Cargo ex the H.A.L. s.s. Amazonia from New

York, which Cargo was transhipped at Singa-

pore.

Optional Cargo will be forwarded unless

notice to the contrary be given before NOON,

TO-DAY.

Any Cargo impeding her discharge will be

landed into the Godowns of the Hongkong and

Kowloon Wharf and Godown Company, Limited, and stored at Consignee's risk and expense.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remain-

ing undelivered after the 25th inst., will be

subject to rent.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on the 25th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 18th July, 1901.

1814

NOTICE TO CONSIGNEES.

FROM NEW YORK, STRAITS, AND
MANILA.

THE Steamship

"GLAMORGANSHIRE."

Captain Davies, having arrived from the above

ports, Consignees of Cargo are hereby informed

that their Goods are being landed at their risk

into the Godowns of the Hongkong and

Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignee's

risk and expense.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remain-

ing undelivered after the 27th inst., will be

subject to rent.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on the 26th inst., at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by

SHEWAN, TOME & CO., Agents.

Hongkong, 27th July, 1901.

1834

VESSELS ON THE BERTH

TO IMPORTERS FROM THE UNITED
STATES.

THE CHINA MUTUAL STEAM NAVI-

GATION COMPANY, LIMITED,

having Established REGULAR SERVICE

OF STEAMERS FROM SEATTLE (Page

Sound) to JAPAN, CHIN

and the PHILLIPINES, in conjunction

with the GREAT NORTHERN RAILWAY LINES

of the United States, are prepared to con-

tract for the conveyance of Goods from

the Pacific Coast and interior

points of U.S.A. to the Orient.

THE Steamship

"KINTUCK."

Sails from Seattle about the 12th of July;

"CHINGWO."

Sails from Seattle about the 21st of July;

"HYSON."

Sails from Seattle about the 14th of August;

"KAISOW."

Sails from Seattle about the 24th of August;

"YANGTSE."

Sails from Seattle about the 27th of Sept;

and will be followed by the Company's regular

sailings.

For further particulars, apply at

THE CHINA MUTUAL STEAM NAVI-

GATION CO.'S OFFICES, NEW YORK;

To the Agents of the Company at Japan,

China, Hongkong, Philippines and Straits;

FRANK WATERHOUSE & CO., General

Western Agents, SEATTLE; or to

GEO. SUTHERLAND, General Agent for

the East, SHANGHAI.

JADEINE, MATHESON & CO.

Agents.

Hongkong, 18th July, 1901.

1824

FOR NEW YORK.

THE 3/3 A II American ship

"L. SCHEPP"

Captain Kendall, will be ready to load on the

15th August for the above port, and will be

despatched about the middle of September.

For Freight, apply to

CARLOWITZ & CO.

Hongkong, 18th July 1901.

1814

FOR NEW YORK.

THE 3/3 A II American Ship

"MANUEL LLAGUNO"

will load during September and October.

sailing about 25th October.

For Freight, apply to

SHEWAN, TOME & CO.

Hongkong, 11th July, 1901.

1768

JAPAN COALS

THE MITSUI BUSSAN KAISHA
(OR MITSUI & CO.)

HEAD OFFICE:—40, SAKAMOTO-CHO, TOKYO.

LONDON OFFICE:—34, LIME STREET, E.C.

HONGKONG OFFICE:—6, ICE HOUSE STREET.

BRANCH OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Manila, Amoy, Shanghai, Hankow, Chefoo, Tientsin, Nanchang, Port Arthur, Szeuen, Chinkiang, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimoneseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinoerabu, Sasobe, Miike, Hakodate, Taipeh, &c.

Telegraphic Address for all the Offices: "MITSUI."

A.B.C. and A 1 Codes used.

CONTRACTORS OF COAL to the Imperial Japanese Navy, arsenals and Railway Bureau; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Miwa, Tagawa and Yamano Coal Mines; and
SOLE AGENTS for Fukien, Hokkaido, Iwami-mura, Kamei, Kishima, Manoura, Onoura, Otani, Tomiyama, Tsukuburo, Yoshitomari, Yoshio, Yonokibara, and other Coal Mines. [1331]

FOR SALE.

FIRST CLASS MATERIAL.

STRONGEST CONSTRUCTION.

SAFES

CAN COMPETE AGAINST THE BEST MAKES IN THE WORLD.

FOR PARTICULARS, APPLY TO

HOTZ, S' JACOB & CO.

[1313]

UNTouched BY HAND.
MELLIN'S FOOD
 For INFANTS and INVALIDS.
 When prepared is similar to Breast Milk.
 MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

THE ONLY RELIABLE DISINFECTANTS ARE
CALVERT'S
No. 5 FLUID | 15% CARBOLIC
CARBOLIC. POWDER.
 The STRONGEST DISINFECTANT KNOWN. A Safe, Cheap and Effective Preparation.
 Awarded 100 Gold and Silver Medals and Diplomas.
 F. C. CALVERT & Co., Manchester, England.

[294-3]

SWEET CAPORAL
Cigarettes
 purest & best.
 Packed in
 10.5 Boxes, 20' Packets & 50' Round Tins.
 FOR SALE EVERYWHERE
 MANUFACTURED BY
 THE AMERICAN TOBACCO CO., U.S.A.

[294-3]

TRY NAVY CUT ATC
 A GENTLEMAN'S SMOKE
 Supplied in Three Grades, Mild Medium & Strong.
 PACKED IN AIR TIGHT VACUUM TINS
 MANUFACTURED BY THE AMERICAN TOBACCO CO. U.S.A.

[1735]

THE HONGKONG DAILY PRESS, TUESDAY, JULY 23RD, 1901

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"COROMANDEL,"

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From London, &c., ex s.s. Australia and
Pussy.From Australia, ex s.s. Arcadia and
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B. and P. S. N. Co.'s steamers.

Optional Goods will be landed here unless

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2 P.M., TO-DAY.

Goods not cleared by the 24th instant, at

4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in

any case whatever.

All damaged packages must be left in the

Godowns, and a certificate of the damage ob-

tained from the Godown Company within ten

days after the vessel's arrival here, after which

no claims will be recognized.

H. A. RITCHIE,
Superintendent.

Hongkong, 18th July, 1901.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked *k.*, nearest Hongkong *b.*, midway between Hongkong and Kowloon *m.*, and those vessels berthed at the Kowloon Wharf *k.m.*, together with the number denoting the section.

1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yards.
4. From Naval Yards to East Point.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	ALCINOUS	Brit. str.	2 m.	BUTTERFIELD & SWINE	BY.	
LONDON	SHANGHAI	Brit. str.	2 m.	P. & O. S. N. Co.	about 27th inst.	
LONDON, &c. via PORTS OF CALL	BENGAL	Brit. str.	2 m.	P. & O. S. N. Co.	2nd August, at Noon	
LONDON	DEUCALION	Brit. str.	2 m.	BUTTERFIELD & SWINE	August	
LONDON	PELEUS	Brit. str.	2 m.	BUTTERFIELD & SWINE	1st August	
LONDON	STENTOR	Brit. str.	2 m.	BUTTERFIELD & SWINE	1st September	
LIVERPOOL DIRECT	PATROCLUS	Brit. str.	2 m.	BUTTERFIELD & SWINE	5th August	
SPERMELI, via PORTS OF CALL	BAEYER	Gor. str.	2 m.	H. Bleeker	On 25th inst., at Noon	
MARSEILLES, &c. via PORTS OF CALL	ANNAM	Fren. str.	2 m.	Sellier	On 29th inst., at 1 P.M.	
MARSEILLES & LONDON	MALACCA	Brit. str.	2 m.	E. G. Andrews	Or about 10th August	
HAIRE & HAMBURG	WUENZHOU	Gor. str.	2 m.	Schroeder	To 1st	
HAIRE & HAMBURG	ACILLA	Gor. str.	2 m.	D. Dihren	1st August	
HAIRE & HAMBURG	ALEXANDRIA	Gor. str.	2 m.		On 19th September	
HAIRE & HAMBURG	SIBIRIA	Gor. str.	2 m.		On 21st September	
NEW YORK via FORTS & SUEZ CANAL	ANDALUSIA	Gor. str.	2 m.		On 21st September	
NEW YORK	HUDSON	Brit. str.	2 m.		On 21st September	
NEW YORK	ARARA	Brit. str.	2 m.	Williamson	On 21st September	
NEW YORK	I. F. CHAPMAN	Amer. ship.	2 m.	Kendall	On 21st September	
NEW YORK	MANUEL LLAGUNO	Amer. ship.	1 m.		On 21st September	
MARSEILLES, LONDON & ANWERE, V. S'PORE, &c.	VANCOUVER, via MOJI, &c.	Jap. str.	2 m.	J. Mackenzie	On 21st inst., at Daylight	
VANCOUVER, via SHANGHAI, &c.	TARTAR	Brit. str.	2 m.	G. D. Bowles, B.N.E.	On 21st inst., at Noon	
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	EMPERESS OF CHINA	Brit. str.	2 m.	R. Archibald, R.N.R.	1st August	
VICTORIA (B.C.) & TACOMA via SHANGHAI, &c.	KINSHU MARU	Jap. str.	2 m.	F. J. Horton	On 29th inst., at 4 P.M.	
VICTORIA (B.C.) & SEATTLE	GENOGLIE	Brit. str.	2 m.	W. Frakes	On 31st inst.	
PORTLAND (O.R.)	YANGTZE	Brit. str.	1 m.	H. L. Allen	Quick despatch	
SAN FRANCISCO via AMOY, SHANGHAI, &c.	KNIGHT COMPANION	Amer. str.	2 m.		On about 1st August	
SAN FRANCISCO via AMOY, SHANGHAI, &c.	GAELOC	Jap. str.	2 m.		On about 5th August	
SAN DIEGO, &c. via MOJI, &c.	HONGKONG MARU	Brit. str.	2 m.		On about 10th August	
AUSTRALIAN PORTS	STATHOOGYL	Brit. str.	2 m.		On about 15th August	
AUSTRALIAN PORTS	AUSTRALIAN	Jap. str.	2 m.		On about 18th August	
AUSTRALIAN PORTS	YAWATA MARU	Brit. str.	2 m.		On about 20th August	
YOKOHAMA & KOBE	TSINAN	Aus. str.	2 m.		On about 25th August	
YOKOHAMA & KOBE	FRANZ FERDINAND	Gor. str.	2 m.		On about 25th Oct.	
YOKOHAMA & KOBE	ALEXANDRIA	Gor. str.	2 m.		On about 1st Nov.	
YOKOHAMA & KOBE	LAISANG	Brit. str.	1 m.		On about 1st Dec.	
YOKOHAMA & KOBE	BOMBAY	Brit. str.	1 m.		On about 1st Dec.	
YOKOHAMA & KOBE	GLAMORGANSHIRE	Jap. str.	1 m.		On about 1st Dec.	
YOKOHAMA & KOBE	TAMBA MARU	Jap. str.	1 m.		On about 1st Dec.	
TIENSIN	NANCHANG	Aus. str.	2 m.		On about 1st Dec.	
SHANGHAI	MELPOMENE	Aus. str.	2 m.		On about 1st Dec.	
SHANGHAI, NAGASAKI, HIIGO & YOKOHAMA	MASSILIA	Brit. str.	2 m.		On about 1st Dec.	
ANPING, via SWATOW & AMOY	KONG ALBERT	Jap. str.	2 m.		On about 1st Dec.	
FOOCHOW via SWATOW & AMOY	MAIDZURO MARU	Jap. str.	2 m.		On about 1st Dec.	
SWATOW	ANPING MARU	Brit. str.	2 m.		On about 1st Dec.	
ILOILO & CEBU	TALES	Brit. str.	2 m.		On about 1st Dec.	
MANILA	KASHING	Brit. str.	2 m.		On about 1st Dec.	
MANILA VIA AMOY	PEELA	Brit. str.	2 m.		On about 1st Dec.	
MANILA	ESMERALDA	Brit. str.	2 m.		On about 1st Dec.	
MANILA	LOONGSANG	Brit. str.	2 m.		On about 1st Dec.	
MANILA	YAWATA MARU	Brit. str.	2 m.		On about 1st Dec.	
SINGAPORE, PENANG & CALCUTTA	ABERATOON APCAR	Brit. str.	2 m.		On about 1st Dec.	

SHIPPING.

ARRIVALS.
July 21, FEICHING, British steamer, 95t. J. Gordon, Hollow 20th July, Rice.—A. R. MARTY.

July 21, WUEZZBURG, German str., 5,085. R. Schneider, Yokohama 5th July, General.—NORDDEUTSCHER LLOYD.

July 21, FERDINAND, Austrian steamer, 3,860. A. Marischl, Trieste 4th June, General.—SANDER, WIELER & CO., General Managers.

July 21, EISA, German str., 1,702, Schonwandt, Canton 21st July, General.—EAST ASIATIC TRADING CO., LTD.

July 22, KANSU, British str., 1,240, Arnold, Amoy 20th July, General.—BUTTERFIELD & SWINE.

July 22, KONG ALBERT, German str., 6,589. C. Poinek, Bremen 22nd June and Singapore 18th July, Mail and General.—MELCHERS & CO.

July 22, LOONGSANG, British str., 1,922. G. S. Weigall, Manila 19th July, General.—JADINE, MATHESON & CO.

July 22, ALLEXANDRA, German str., 3,650. A. Röden, Hamburg and Singapore 17th July, General.—HAMBURG-AMERIKA LINE.

July 22, ESMERALDA, British steamer, 966. J. McCarty, Manila 19th July, General.—SHEWAN, TOME & CO.

July 22, HUE, French steamer, 705. Godman, Haiphong 18th July, General.—A. R. MARTY.

July 22, JACOB DIEDERICHSSEN, German str., 623. B. Ohlsen, Haiphong 19th July, General and Rice.—JENSEN & CO.

July 22, DEUTSCHE, German str., 1,001. Frehm, Manila 19th July, General.—SIEMSEN & CO.

July 22, MAIDZURO MARU, Japanese str., 667. Sobajima, Amoy and Swatow 21st July, General.—M. B. KAISHA.

July 22, MELPOMENE, Austrian str., 1,730. Metzovich, Singapore 15th July, General.—SANDER, WIELER & CO.

July 22, TSINAN, British str., 1,460. O. Anderson, Moji 18th July, General.—BUTTERFIELD & SWINE.

CLEARANCES.
AT THE HARBOUR MASTER'S OFFICE.
2nd July.

Taisang, British str., for Shanghai
Kintu, British str., for Java.

Hanoi, French str., for Haiphong.

DEPARTURES.
21st July.

UGANDA, British transport, for Calcutta.

Sumatra, French str., for Haiphong.

SUMATRA, British str., for Calcutta.

HAICHENG, British str., for Calcutta.

TAISANG, British str., for Shanghai.

VIPERE, French gunboat, for Canton.

VESSELS IN DOCK.
22nd July.

ABEELDEN DOORS.—KOWLOON DOORS.—Sunlight, Y. Soutar, Sian, Botham, Clark, Shantung, Hongkong Maru.

COSMOPOLITAN DOCK.—Colonies, Phra Nang.

SHIPPING REPORTS.

The British steamer *Esmeralda*, from Manila 19th July, had moderate northerly wind and fine clear weather.

The British steamer *Tsienan*, from Moji 18th July, had moderate winds and fine weather throughout the passage.

The British steamer *Loongsang*, from Manila 19th July, had moderate northerly breeze and fine weather with smooth sea throughout.

VESSELS PASSED ANJER.

July 1, German str., *Elbing*, Orgol, from Tjilatjap for Batavia.

July 3, Dutch str., *Ardeona*, Bagchus, July 2, from Batavia for Rotterdam.

July 5, Dutch str., Timor, Carst, from Tjilatjap for Batavia.

July 7, Dutch str., Gedo, Clerc, from Rotterdam.

July 7, British barque, *John Davis*, from the East.

July 10, British str., *Baron Fairlie*, from Seorang.

July 10, French barque, *Marie Molinos*, Langdale, from Saigon.

July 10, British str., *Holywell*, for Batavia.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES,"

Captain Robson, will be despatched for the above port TO-DAY, the 23rd inst., at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LAPEAK & CO., General Managers.

Hongkong, 20th July, 1901. [1833]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI.

THE Company's Steamship

"MELPOMENE."

Captain Metzovich, will leave for the above place TO-DAY, the 23rd inst., at 4 P.M.

For Freight or Passage, apply to

SANDER, WIELER & CO., Agents.

Hongkong, 17th July, 1901. [1833]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"FRANZ FERDINAND."

Captain Martinovich, will leave for the above places TO-DAY, the 23rd inst., at 5 P.M.

For Freight or Passage, apply to

SANDER, WIELER & CO., Agents.

Hongkong, 17th July, 1901. [1806]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIODO & YOKOHAMA.

THE Imperial German Mail Steamship

"KONG ALBERT,"

OF THE NORDDEUTSCHER LLOYD,

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS	TO
GLASGOW and LIVERPOOL	"STENTOR"	On 28th July.
GLASGOW and LIVERPOOL	"IDOMENEUS"	On 2nd August.
GLASGOW and LIVERPOOL	"ORESTES"	On 13th August.
GLASGOW and LIVERPOOL	"AIAZ"	On 20th August.
GLASGOW and LIVERPOOL	"TYDEUS"	On 26th August.
GLASGOW and LIVERPOOL	"PYREUS"	On 4th September.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON	"ALONIUS"	On 23rd July.
LONDON	"DECULION"	On 6th August.
LONDON	"PELEUS"	On 20th August.
LONDON	"STENTOR"	On 3rd September.
LIVERPOOL DIRECT (Taking Cargo at London Rates)	"PATROCLUS"	On 15th August.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS O. S. S. CO.

Hongkong, 17th July, 1901.

VESSELS ON THE BERTH

U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"GAELIC"	TUESDAY, 23rd July, at NOON.
"CHINA"	TUESDAY, 6th Aug., at NOON.
"DORIC"	THURSDAY, 18th Aug., at NOON.
"PERU"	SATURDAY, 31st Aug., at NOON.
"COPTIC"	TUESDAY, 10th Sept., at NOON.
"CITY OF PEKING"	TUESDAY, 24th Sept., at NOON.

THE O. & O. S. S. Co.'s Steamship "GAELIC" will be despatched for SAN FRANCISCO via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on TUESDAY, the 23rd July, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding orders for ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Points are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN POINTS. Special rates (first class only) are confined and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Domingo, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEO. ECKLEY,
ACTING AGENT.

[3-4]

REGULAR STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

HUDSON About 1st Aug.

HEATHBURN About 15th Aug.

JUPITER

MOGUL

KURDISTAN

SATSUMA

LENNOX

Fox Freight and further information, apply to

DODWELL & CO., LTD., Agents.

Hongkong, 23rd July, 1901.

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SHEWAN TOMES & CO'S NEW YORK LINE.

FOR NEW YORK VIA SUZ CANAL.

THE Steamship

"ARARA."

Captain Williamson, will be despatched for the above port on or about 6th August, and will be followed by the Steamship

"ATAKA"

on or about 15th September.

For Freight, apply to

SHEWAN TOMES & CO., Agents.

Hongkong, 22nd July, 1901.

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PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Operating the New First Class Steamships

"INDRAVELL," "INDRAUPURA,"

and "KNIGHT COMPANION,"

between HONGKONG and PORTLAND (OR), sailing at SHANGHAI, NAGASAKI,

MOJI, KOBE and YOKOHAMA.

THE Steamship

"KNIGHT COMPANION"

will be despatched for Portland (Or.) on or about 10th August, 1901.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

ALLAN CAMERON, General Agent,

or to

SHEWAN TOMES & CO., Agents.

Hongkong, 19th July, 1901.

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NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any

DEBT contracted by the Officers or the Crews of the following Vessels during their stay in

HONGKONG HARBOUR.—

"ARRATOON" APCAR, British str., E. Fay.—

David Sassoon, Sons & Co.—

GUTHRIE, British str., W. G. McArthur.—

Gibb, Livingston & Co.—

L. SCHIFF, American ship, C. S. Kendall—

Carlowitz & Co.—

SEA WITCH, American ship, Howe—Master

Hongkong, 20th July, 1901.

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THE Undersigned GENERAL AGENTS in CHINA AND JAPAN for the above Lines are prepared to issue THE ROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co's fortnightly service hence to CALCUTTA. Sailing from CALCUTTA for CAMBODIA every fortnight.

For Freight and further particulars, apply to

GEORGE ECKLEY, Acting Agent.

Hongkong, 5th July, 1901.

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VESSELS ON THE BERTH

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 31st July, at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 17th July, 1901.

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CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHISON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG TO SAN DIEGO AND SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "STRATFORD" On or about 15th Sept.

THE Steamship "STRATFORD" will be despatched for SAN DIEGO and SAN FRANCISCO VIA MOJI, KOBE and YOKOHAMA on or about 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 16th July, 1901.

[14]

FOR NEW YORK.

THE 3/3 A.I.I. American ship

"I. F. CHAPMAN," shortly expected here from KOBE, will load for the above port, and will have quick despatch.

For Freight, apply to

ARNOLD, KARBERG & CO., Agents.

Hongkong, 2nd July, 1901.

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HONGKONG STEAMERS.

ALEXANDRIA, Ger. str., 3,630, Rorden, July 22.

HAMBURG-AMERICA LINE.

ARRINGTON, Amer. str., 2,879, Fey, July 15.

D. & J. SASSOON, Sons & Co.

CLARA, German steamer, 675, Hansen, July 18.

DODWELL, gunboat, 1,015 tons, 6 guns, 1,000 h.p.

Lieut.-Comdr. G. B. Blunt, at Shanghai.

FARIBOLE, battleship, 11,000 tons, 16 guns, 1,200 h.p.

Lieut.-Comdr. E. A. Baird, at Weihaiwei.

POST OFFICE NOTICES.

The China with the American Mail of the 20th ult., left Yokohama on Saturday, the 20th inst., at daylight, and may be expected here on or about Sunday, the 28th inst.

MAILS WILL CLOSE.

VIA
Canton
Swatow
Singapore and Penang
Yokohama and Kobe.
AMERICAN SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)

Macao
Shanghai
Maoji and Kobs
Canton
Keelung and Cebu
Yokohama and Kobe
Manila
Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne
Tjentin
Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne

EUROPE, &c., India via Tuticorin.
(Late Letters 11.10 to 11.30 A.M. Extra postage 10 cents.)

Samarang and Sourabaya
Singapore, Penang and Colombo
Singapore, Penang and Calcutta
Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne
Yokohama, Kobe and Maoji

EUROPE, &c., India via Tuticorin.
(Late Letters 11.10 to 11.30 A.M. Extra postage 10 cents.)

Bengal
Europe of China
Laisang
Anam
Bengal
Europe of China
Eridan

EUROPE, &c., India via Tuticorin.
(Late Letters 11.10 to 11.30 A.M. Extra postage 10 cents.)

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER, B.C.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)

EUROPE, &c., India via Tuticorin.
(Late Letters 1.40 to 5.00 A.M. Extra postage 10 cents.)

TO-MORROW.

Meeting of Shareholders of Oliver's Freehold Mines, Limited, 38 & 40, Queen's Road Central, 4 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

22nd July.

ON LONDON.—Telegraphic Transfer 1/11
Bank Bills, on demand 1/11
Bank Bills, at 30 days' sight 1/11
Bank Bills, at 4 months' sight 1/11
Documentary Bills, 3 months' sight 1/11

ON PARIS.—Bank Bills, on demand 2.42
Credits, at 4 months' sight 2.45

ON GERMANY.—On demand 1.96

ON NEW YORK.—Bank Bills, on demand 462
Credits, 60 days' sight 476

ON BOMBAY.—Telegraphic Transfer 144
Bank, on demand 144

ON CALCUTTA.—Telegraphic Transfer 144
Bank, on demand 144

ON SHANGHAI.—Bank, at sight 73
Private, 30 days' sight 74

ON YOKOHAMA.—On demand 61 p.c. pm.

ON MANILA.—On demand 3 p.c. pm.

ON SINGAPORE.—On demand 4 p.c. pm.

ON BATAVIA.—On demand 115

ON HAIPHONG.—On demand 24 p.c. pm.

ON SAIGON.—On demand 2 p.c. pm.

ON BANGKOK.—On demand 594

Sovereigns, Bank's Buying Rate 10.30

GOLD LEARN, 100 fine, per tael 83.50

BAR SILVER, per oz. 264

OPIUM.

22nd July.

Quotations are—Allowances not to 1 catty.
Malwa New \$330 to \$340 per picul.
Malwa Old \$860 to \$870 "

Malwa Old \$820 to \$890 "

P. P. per wrapped \$330 to " "

Persian fine quality \$350 to " "

Persian extra fine " to " "

Patna New \$330 to " per chest.

Patna Old \$340 to " "

Banaras New \$307 to " "

Banaras Old \$322 to " "

VESSELS EXPECTED.

THE GERMAN MAIL.

The Imperial German mail steamer *Bayern* left Shanghai via Foochow on the 20th inst., p.m. and may be expected here to-morrow, a.m.

THE AMERICAN MAIL.

The P.M. steamer *China*, with mails, &c., from San Francisco to the 25th ult., via Honolulu, has arrived at Yokohama, and left for this port on the 20th inst., a.m., via Inland Sea, Kobe, Nagasaki and Shanghai.

The O. & O. steamer *Doric*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 9th inst.

The T. K. K. steamer *Nippon Maru*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 17th inst.

THE INDIA MAIL.

THE INDIAN MAIL.

ARRIVALS AT HOME.—19th July.—*Ulysses*, *Segovia*.

JOINT STOCK SHARES.

Hongkong, 22nd July.

COMPANY.	PAID UP.	QUOTATIONS.
Banks—		
Hongkong & Sh'a....	\$125	267 p. et prom. \$3241, sellers
China & Japan, only Do, deferring	21	25.65
Natl. Bank of China Do. Shares	25	22.5 buyers 22.5 sellers
Foun. Shares....	21	21.10
Boll's Asbestos E. A. Campbell, Moore & Co.	\$10	22.5 buyers
Chint-Burcoo, Co., Ltd.	\$15	20.5 sellers
China Light and Power Co., Ltd.	\$20	20 nominal
China Prov. L. & M.	\$10	20.4 sales
Cigar Companies	\$100	21.24, sellers
Alhambra, Ltd.	\$500	19.000 sellers
Philippines (P. 1922)....	\$50	20.5 sellers
Tatoo Co., Ltd....		
Cotton Mills—	Fl. 100	Fl. 47.2
Ewo International	Fl. 100	Fl. 42.5
Lau Kung Mow	Fl. 100	Fl. 59.
Flour Co.	Fl. 100	Fl. 32.5
Soyshee	Fl. 100	Fl. 27.1
Hongkong		
Dairy Farm	\$25	21.5 buyers
Fenwick & Co., Geo.	\$25	20.5 sellers
Green Island Cement	\$10	20.1 buyers
H. & C. Bakery	\$50	20.5 buyers
Hongkong & C. Gas	\$10	21.5 buyers
Hongkong Electric	\$100	21.5 buyers
H. H. L. Tramways	\$100	21.5 buyers
Hk. Steam Water-boat Co., Ltd.	\$5	20.5 buyers
Hongkong Hotel	\$50	21.5 buyers
Hongkong Ice	\$50	21.5 sellers
H. & K. Wharf & G.	\$50	21.5 sellers
Hongkong Rope	\$50	21.5 sellers
Insurance—		
Cancon	\$100	21.5 sellers
China Fire	\$25	20.5 sellers
China Traders	\$25	20.5 sellers
Hongkong Fire	\$25	20.5 sellers
North China	\$25	20.5 buyers
Straits	\$25	20.5 nominal
Union	\$25	20.5
Yangtze		
Land and Building—		
Hongkong Land Inv.	\$100	19.8 sellers
Humphreys Estate	\$100	19.8 sellers
Kowloon Land & B.	\$100	19.8 sellers
West Point Building	\$100	19.8 sellers
Lauzon Sugar	\$100	19.8 sellers
Manil. Invest. Co., Ltd.	\$50	19.8 sellers
Mining—		
Charbonnages	Fls. 250	22.5
Jelebu	\$3	21.5 sellers
Queens' Mines, I.D.	25	20.5 sellers
Olivers' Mines, A. Do.	25	20.5 sellers
Panjou	25	20.5 sellers
Do. Preference	15	20.5
Kaub	25	22.5 buyers
New Amye Doc.	\$50	20.5 sellers
Oriente Hotel, Manila	\$50	20.5 nominal
Robinson Piano Co., Ltd.		
Steamship Cos.—		
China and Manila	\$50	20.5
China Mutual Prof.	\$50	20.5
China Ordinary	\$50	20.5
Do.	\$50	20.5
Douglas Steamship	\$15	20.5
H. Canton and M.	\$15	20.5
Indo-China S. N.	\$15	20.5
Shell Transport and Trading Co.	\$1	21.25, buyers
Star Ferry	\$10	20.5 buyers
Tebra Planting Co.	\$10	20.5 buyers
United Asbestos	\$10	20.5
Do.	\$10	20.5
Universal Trading	\$10	20.5 buyers
Wanchai Warehouse	\$10	20.5 nominal
Watkins, Ltd.	\$10	20.5 buyers
Watson & Co., A. S.	\$10	20.5 sellers & sellers
VERNON & SMITH, Brokers.		

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 21st JULY, P.M.

STATION.	Hour.	Barometer	Sea level and Fahr. temperature	Temperature	Humidity	Wind.	Weather.
Vidivostok	2 p.	29.74	70	s 3 o			
Tokyo	"	29.78	70	o 0			
Koeni	"	29.72	70	sw 2			
Nagasaki	"	29.75	70	w 2			
Kagoshima	"	29.81	70	sw 6			
Takoku	1 p.	29.83	70	o 0			
Tsuei	"	29.85	70	sw 6			
Taiwan	"	29.88	70	sw 4			
Koushan	"	29.88	70	sw 4			
Pescadores	3 p.	29.83	83	ns 2	cv		
Gutcha	"	29.77	82	ns 1	cv		
Amoy	"	29.81	79	s 3	cv		
Swatow	"	29.70	79	s 3	cv		
Canton	"	29.82	94	71	1	sw	
Hongkong	4 p.	29.73	80	sw 1	sw		
Vicoria Peak	"	29.78	80	sw 1	sw		
Gug Boek	"	29.81	91	sw 1	sw		
Hainphong	4 p.	29.69	81	sw 1	sw		
Macao	"	29.71	80	sw 1	sw		
Bagoed	"	29.75	80	sw 1	sw		
Cebu	"	29.78	82	sw 2	sw		
C. S. James	"	29.78	83	60	2	or	
Vidivostok	7 a.	29.82	63	90	2	f	
Koeli	"	29.82	63	90	2	f	
Nagasaki	"	29.83	63	90	2	f	
Kagoshima	"	29.83	63	90	2	f	</td